



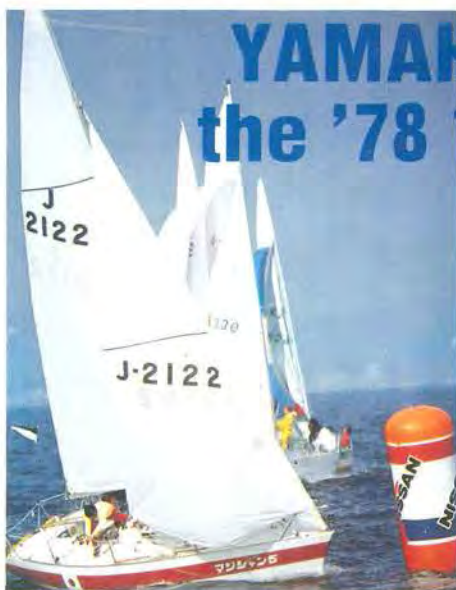
SAILING NEWS

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YAMAHA LEADS THE YACHT BUILDING INDUSTRY OF THE WORLD

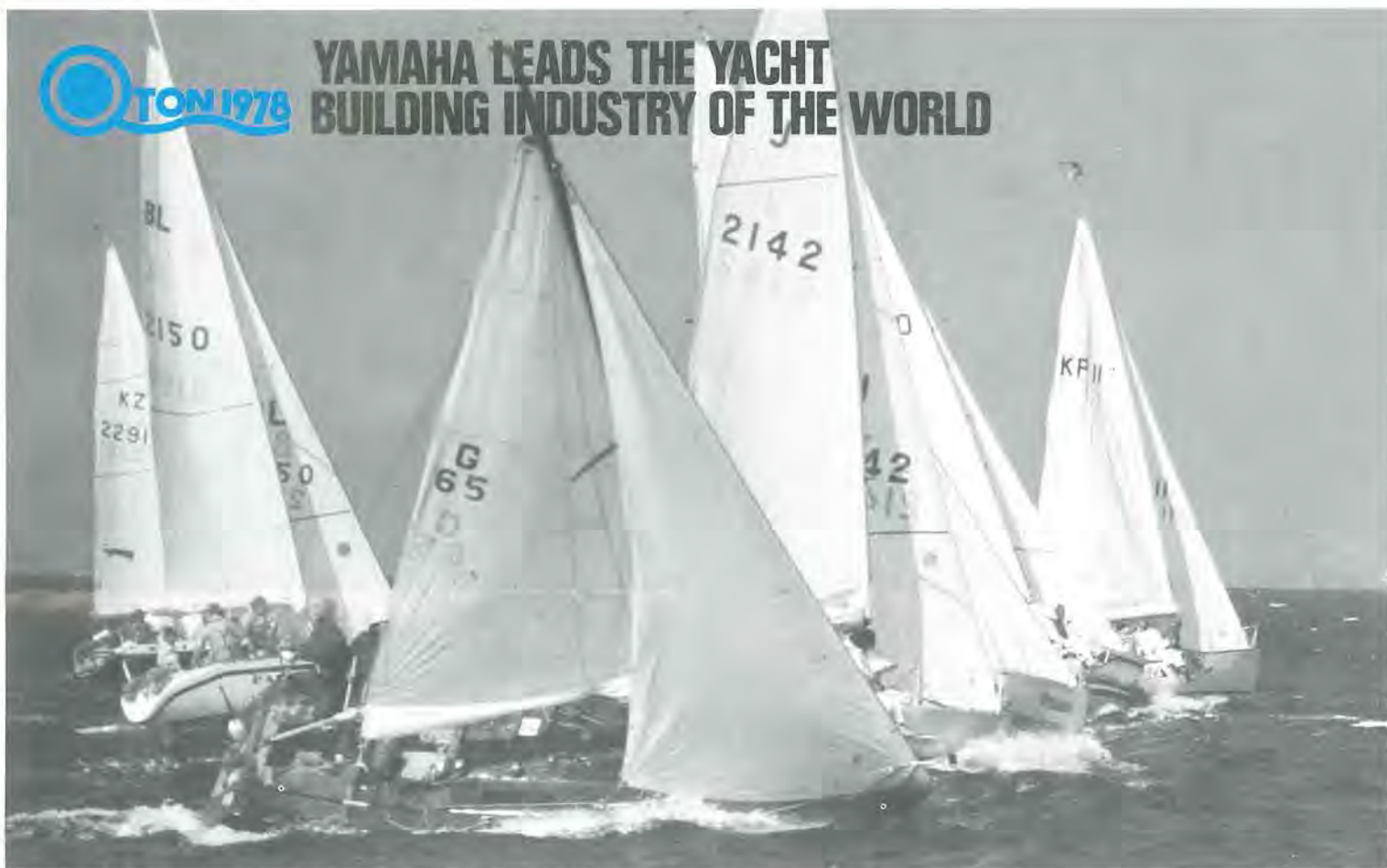
YAMAHA-24, "MAGICIAN V", Wins the '78 1/4-ton World Championship



The 12th Quarter-ton World Championship, organized by N.O.R.C. (Nippon Ocean Racing Club), was held Oct. 23 through Nov. 5 at Yokosuka, Japan. All together there were 32 entries from 11 countries (17 visiting and 15 Japanese yachts). They competed in one of the toughest and most exciting series in Quarter-ton history. Some of the world's finest sailors were here. Included among them were Tony Bouzaid, current 1/2-ton world champion, of New Zealand, H. Pedersen, former Olympic Gold Medalist in F.D. class, also of New Zealand, H. Cudmore of England, H. Treharne of Australia, J. Kolius, D. Ullman and D. Allen of U.S.A.



YAMAHA LEADS THE YACHT BUILDING INDUSTRY OF THE WORLD



The start of a truly international regatta in Japan. "Magician V", J2122, leads the fleet right after the gun.

Off the coast of Sajima Marina, the host port, the five race series (3 Olympic triangulars, 1 short and 1 long offshore) took place. The Olympic courses were laid out in Sagami Bay. The 2 offshore courses started in the bay, stretches out into the Pacific and finished back in the bay. In the short offshore race, the sailboats had to cut across the Kuroshio, Japanese Current, which flows south to north with speed of 2.5 knots before reaching Oshima Island. Then sailed across the strong current again to go around Mikomoto Island before completing the course. In the long offshore race, the boats sailed farther into the Pacific around Miyake Island, Mikomoto, Oshima, around Mikomoto again and back to Sagami Bay for the finish.

All the participating boats were designed by some of the foremost designers in the world. Among the Japanese entry boats, favored most were three Yamaha designed and built boats: "Magician V", "Magician VI" and "Shoun A". As the Japanese sailing community expected, the sailing performance of these boats was excellent. The "Magician V", skippered by Yasuyuki Hakomori, scored points by consistently strong sailing and by finishing first in the short offshore and second in the long offshore. She won first place in overall with 197.375 points. This was the first time a Japanese ever won the world cup offshore racing series. The second place winner was "Kamikaze Express" also of Japan, and the third was "Sea Flyer" of Australia.

"MAGICIAN V" the YAMAHA Quality Sails through Entire Hard Series without Trouble

This year's Quarter-ton regatta was quite different from the previous ones. Because the strong wind blew during two offshore races, and the waves were enormously high out in the Pacific Ocean. The Kuroshio (current) was unusually fast for the time of year with 2.5 knots at 22°C (72°F).

The "Magician V" sailed consistently and proved her all weather performance ability in the conditions ranging from a light air triangular race to the hard offshore races of gusting winds over 40 knots with huge waves at times. "Magician V", with her amazing sailing performance and marvelous crew work of the four, won the series by defeating some of the best sailors of the world gathered here. Her results were 4-3-1-5-2.

Nearly the entire fleet encountered numerous troubles. There were more than 10 dismasts, rudder troubles and a center board trouble. The "Magician V" alone was in almost perfect condition at the end of the series.

High Sailing Performance of "MAGICIAN V" Helps Crew Win the Cup; YAMAHA-24 Beats World's Best Designed 1/4-tonners

Hakomori, skipper of the first Japanese of the world cup boat "Magician V" said, "Of course, we wanted to win. But most of the series were held under heavy weather conditions. To win the series under such circumstances depends mostly on the boat's performance. The reason why we won was that we were able to take a full advantage of "Magician V". THANKS TO THE WELL DESIGNED BOAT; WE WON: We are really glad that we won."

Roy Cundiff, a crew aboard "Magician V" of North Sails said, "I was happy to be on a sturdy boat. You can tell how hard the series was by counting the number of retired boats from 100-mile and 200-mile offshore races. Our winning of the series is due to our excellent teamwork. We were skipper Hakomori, navigator Kikuchi, sail trimmer Gerry Gavin and I. We started before the gun in the 200-mile race, the last one of the series. We turned back knowing we would make up 15 ~ 20 minute loss in a long offshore race of 200 miles. Now, you can understand how fast our boat was traveling. I am very happy and thankful that we won the world championship in such a tough and fine regatta competing against the world's best like this."

The head of YAMAHA design team, Uchida, made a comment on his team's ef-



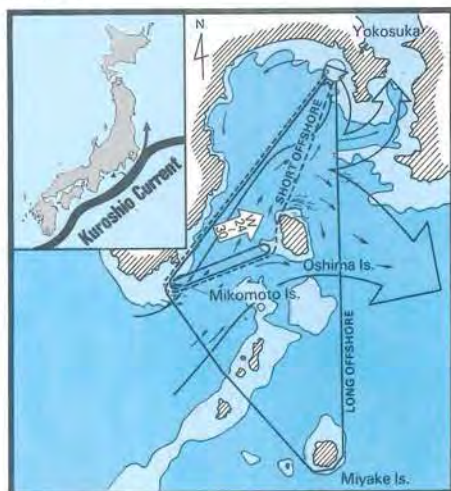
There were many foreign entries but Roy and Gerry, crew of Magician V, who had participated in the first elimination race of Japan the previous year, had an advantage in this water area.



What a nice drink after victory!
The best time for the crew; from right to left: Makoto Kikuchi, Gerry Gavine, Roy Cundiff and Yasuyuki Hakomori.

forts as followings, "We had expected the series would be held under the heavy weather. Therefore we decided to have the fixed keel and inboard engine, and installed the planing board around the transom to make the boat travel fast on rough sea. As a consequence we succeeded in creating an ideal all weather craft of high sailing performance. For the hull construction, we used the carbon fiber sandwiched between the fiber glass layers that resulted in 20% weight reduction."

By defeating boats designed by Ron Holland, Group Finot, Bruce Farr, Whiting and others, the great success of Yamaha-24, 1/4-ton proto type "Magician V" has gotten the recognition as being one of the world's best sailboats by the world's best sailors.



"Japanese crew's hectic will to win was most impressive to us", sail trimmer Gerry said after victory, "No foreign crew are so tough as they in such a hard race, regardless of its distance".

OFFICIAL RESULTS (Entered 32)

POS.	SAIL	NATION	NAME OF YACHT	1	2	3	4	5	PT/TL
1	J2122	JPN	MAGICIAN V	4	3	1	5	2	197.375
2	J1564	JPN	KAMIKAZE EXPRESS	7	6	3	2	1	193.500
3	KA MH101	AUS	SEA FLYER	5	7	2	1	3	192.750
4	G2257	F.R.G.	4 SAMURAI	1	5	9	4	8	175.250
5	K6343	G.B.	WINGS	6	4	6	20	6	163.500
6	J2330	JPN	OOOH VIND	2	2	20	12	4	160.500
7	J2142	JPN	SPEED SPEED	9	*17	18	17	5	134.500
8	J1936	JPN	MANBOW	10	20	17	3	13	130.000
9	J2292	JPN	SHOUN A	19	14	10	19	9	129.500
10	KZ2291	N.Z.	BLACK ARROW III	16	12	12	9	*18	123.500
11	KH777	H.K.	SHINY SHOVEL	3	9	13	15	DNF	116.000
12	J2326	JPN	SAKURA SAKURA	22	15	14	22	10	114.500
13	J2305	JPN	KOTERUTERU WARAIDORI F.	12	18	5	11	DNF	114.000
14	J2297	JPN	PARADISE	17	19	4	10	DNF	110.500
15	J2308	JPN	ST. GOLIATH	15	13	7	14	DNF	110.000
16	J2123	JPN	MAGICIAN VI	8	10	11	8	DSQ	106.000
17	J2260	JPN	RODEM V	11	16	DNF	13	11	104.500
18	K7076	G.B.	MOONDOG	24	DNF	DNF	18	7	78.500
19	J2167	JPN	TRACER	25	25	19	30	14	78.000
20	J2294	JPN	ESMERALDA	14	23	8	25	DNF	76.500
21	J2181	JPN	CHOU CHOU	30	28	15	24	17	76.000
22	K23524	N.Z.	SELF WHITING	13	17	DNF	6	DNC	66.500
23	KH218	H.K.	GREMLIN II	18	8	DNF	23	DNF	65.500
24	G65	F.R.G.	MADCHEN	23	24	DNF	16	DNF	51.500
25	KP11	P.N.G.	VELOCITY	20	26	+19	27	DSQ	47.000
26	H2322	HOL	YELLOW MARIE	28	21	DNF	7	DNC	46.500
27	US2337	U.S.A.	KINUCO	29	DNF	DNF	26	19	41.500
28	KZ10	N.Z.	VAGO	DNC	1	DNF	DNC	DNC	37.750
29	KH123	H.K.	LARRIKIN II	26	22	DNF	28	DNC	26.500
30	BL2150	BRA	PASSAT	+24	DNF	DNF	21	32	25.500
31	G1953	F.R.G.	VIND TOO	+30	27	DNF	29	DNC	16.500
32	K2166	G.B.	QUARTER APPLE	DNC	DNF	DNF	DNC	DNC	6.500

+; 10% PENALTY, *; 20% PENALTY, ; 50% PENALTY

YAMAHA-33 demonstrates superb sailing performance

Sailed 2,000 Miles in 16 days 11 hrs. 34 min. 35 sec!!

The first Round Britain Race was held in 1966. Ever since then the race has been one of the most important offshore yacht racing events in Britain. It is well known for its toughness to race in a 2,000-mile course stretched over high latitude area where racers can prove their seamanship and tactics. Furthermore, only crew of two are allowed to sail the boat. This means the boat's sailing performance accounts for a major factor to win the race. That is why many of the offshore racers, not only in U.K. but all over the world, are watching the results of the race with keen interest. This year the race started on July 8. And 74 boats including maxi-racers and standard production boats started off the port of Plymouth in U.K., and competed a heated race.

The YAMAHA D'IETEREN", 33 footer, a production boat, was sailed by Yves Anrys, skipper and André Bilmet, crew.

The following is a day-to-day highlight report:

Wednesday, July 5

Everyone thought that our Yamaha 33 was an ideal cruiser-racer but that we had no chance at all against the other 3/4-tonners, Mezzanine and Kurewa, in the classic offshore Round Britain Race.

Our standard Yamaha was equipped with standard double-speed winches, a cast-iron keel and the usual sailing gear. The only special fittings we had for the race were a folding propeller, Brooks and Gate House wind meter, knot meter, wind spot meter, Sailomat wind steering mechanism, two Postimo Contest compasses, a seafarer depthsounder, inflatable life rafts, and a UHF radio/telephone. André Bilmet, a physical education teacher from Brussels, and myself, Yves Anrys, manager of Belgium carpet factory, were the only two crew aboard.

Thursday, July 6

Our Yamaha 33 did not get much attention when we were talking to a group of sailors in Plymouth today. They all said, "It's a beautiful boat," but did not consider us serious competitors in the case. Little did they know that our cleverly designed, fast-hulled Yamaha would outsail the boats of world-famous designers like Ron Holland and Doug Peterson.

Saturday, July 8

We began the race from Plymouth Sound at 11:00 hours today. About a thousand spectators, including many pressmen, came to see us off. Even Clair Francis, with her Swan 65, was anchored among the hundreds of small boats which had gathered for the start of this important, once-in-four-years event.

The first leg of the race was promising —

on a wind force of 4 we outsailed Ron Holland's Nikonos from Plymouth to Eddy Stone.

Sunday, July 9

While running on wind to Bishop Rock, we nearly collided with a submarine which had failed to send out a warning flash signal. Thanks to some skilful maneuvering and the Yamaha's dexterity, we escaped harm.



Monday, July 11

We sailed from Bishop Rock to Cross Haven. The Kurewa arrived five minutes ahead of us, but the Mezzanine lagged forty minutes behind. We were seventeenth on an eleven handicap. Many of our competitors were shocked by the Yamaha 33's speed. Ron Holland visited us on board and was very impressed with the finish of our boat, its interior design and deck lay-out,



Skipper, Yves Anrys, with his crew, André Bilmet.

Yamaha 33's superb performance.

Results of 1978 Round Britain Race with 74 Entries

Pos.	Name	Model/Type	
1	Ocean Beetle	Skipper-28	Proto
2	Yamaha D'Jeteren	Yamaha-33	Std.
3	Sherpa Bill		Racer
4	Mezzanine	Ron Holland 3/4	Proto
5	Kurewa	1/2 Scale of 12 m class	Proto
6	Assent		Racer
7	Petit Swisse	Contessa-35	Proto
8	Cherry Valley Duck	Contessa-35	Proto
9	Norvantes	S-Shape-45	Racer
10	Yacht and Boat Owner	Reue de Mer	Std.

not to mention our performance in the race.

Wednesday, July 12

We started out of Cross Haven around noon. There was very little breeze, and after half an hour, we hit a fishing net that cost us forty five minutes.

Friday, July 14 and Saturday, July 15

We sailed westward out into the Atlantic, outrunning the Kurewa and Mezzanine which stayed close to the coast. At night the waves were around 7.5 meters high and 15 meters long, and though we were beating the wind, our boat sailed very dry. Even we were impressed that we had practically no water coming on deck. With one main sail and a number one genoa, we sped along at an average of 6.5 knots.

Sunday, July 16

We arrived at Castle Bay in the Hebrides, six minutes ahead of Kurewa and fifteen minutes ahead of Mezzanine. When we arrived in the harbor we received an en-

thusiastic welcome — no one had expected us to make such good time. Another remarkable thing is that even in the tough conditions of the Round Britain Race, we are able to live very comfortably aboard our Yamaha. On a long trip like this, a dry boat is essential to maintain the good condition of the crew. Compared to other boats built specifically for this race, our Yamaha, which sleeps eight, has two-meter headroom, a shower and fully equipped pantry, is quite luxurious. The crews of the other prototypes and one-off racers were having a very rough time.

Tuesday, July 18

At St. Kilda Island, 70 nautical miles from Castle Bay, the wind force was 7. We pointed so much higher into the wind than Mezzanine and Kurewa that we soon lost sight of them.

Wednesday, July 19

We passed St. Kilda Island at 12:00 hours; Mezzanine and Kurewa at 14:00 hours.

Friday, July 21

It was hard to believe that with a wind force of 6 to 7 we were flying a 110 squaremeter spinnaker.

Saturday, July 22

We arrived at Lurwick with Kurewa fourteen minutes behind. After three legs we are in fifth place on handicap and nineteenth place all over. The owners of Jaws and UFO are so impressed that they want to buy our Yamaha.



The race ended earlier than expected due to good wind condition. The corrected time in overall Y-33, was only 5 minutes slower than the first boat.

Sunday, July 23

The crews of the prototypes and one-off racers were repairing their boats today. We rested most of the time because the Yamaha 33 is still in the same condition as when we launched it in Belgium.

Friday, July 28

We arrived at Lowestoft. Mezzanine out-sailed us this time, but we are still one of the fastest 3/4-tonners and the highest classified series boat.

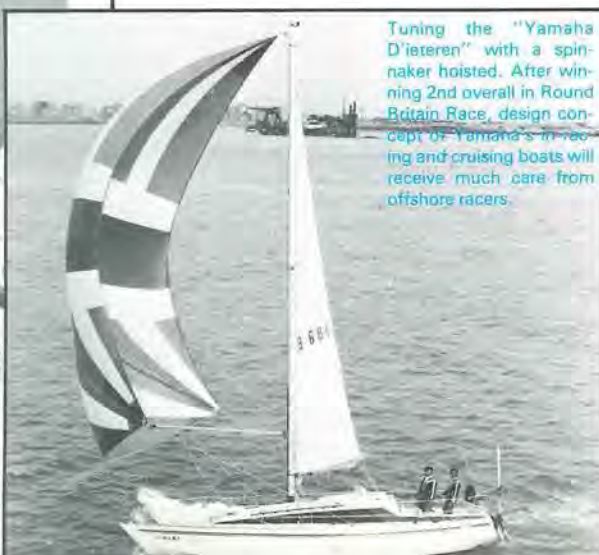
Monday, July 31

At Falls Light Vessel the wind started blowing harder from the north and northeast. We measured 30 knots. After putting up a 110 squaremeter spinnaker, the wind increased to 45 knots. Traveling at 10 to 12 knots, the Yamaha was moving incredibly fast. Although we did not reduce the main sail, we discovered that we could actually steer the boat with one hand!

Tuesday, August 1

The Brooks and Gate House knot meter indicated up to 10 knots, but we know that we would run faster on the spinnaker. For hours we sailed and surfed at an average of 12 knots. At 16:00 hours we sighted the Mezzanine over starboard. They told us later that they thought we were a completely different boat because we had started four hours later than they did. They thought it was impossible for a two-man crew to move so fast under a spinnaker. At 22:48 hours we sailed over the finish in Plymouth. Kurewa was ahead but Mezzanine was six minutes behind. We finished on a handicap in second place out of over seventy-five multi-and mono-hulls and in first place as the fastest 3/4-tonner. A fine finish for the Round Britain Race!

After sailing 2000 miles from Plymouth, Ireland, up to the Hebrides and Shetland Islands, over the North Sea, through the English Channel, and back to Plymouth, our standard Yamaha 33 was in excellent condition, having outsailed many one-offs, prototypes and yachts built specifically for this race. We had achieved fantastic results without spending a fortune on a flat-out racer and had proven that our Yamaha cruiser/racer was worthy of ranking among the boats of the world's leading yacht designers.



Tuning the "Yamaha D'Jeteren" with a spinnaker hoisted. After winning 2nd overall in Round Britain Race, design concept of Yamaha's in racing and cruising boats will receive much care from offshore racers.

1979, the banner year!



Yamaha sailboats have remarkably grown in popularity in the United States, the world's largest market. Yamaha sailboat dealers renewed their determination for another leap forward when they held a meeting with the initiative taken by the Yamaha Motor Corporation, USA.

There present were: Southwestern Yacht Sales of Newport Beach, Don Wilson Yacht Sales of San Francisco, Yacht Systems Northwest of Seattle and David Parker Yacht Sales.

Many important matters came up for

discussion. In particular, '78 business results, parts supply, after-sale service etc. were high on the agenda. It was agreed that 1979 should be the banner year for another upturn in sales.



Long Beach

'79 Long Beach Sailboat Show took place for the period from Oct. 20 through Oct. 29 and furnished a big topic of conversation as being the first of annual sailboat events in the United States. David Parker Yacht Sales (Yamaha dealer in San Diego) and some other dealers arranged their Yamaha display corner showing Yamaha-30 (new),

YAMAHA-30 (RACER/CRUISER)

Designed and Manufactured by YAMAHA



The YAMAHA-30 was designed as an easy to handle, fast and roomy yacht. The boat is ideal for both week-end family sailing and offshore racing. We adopted a veeshaped hull and wide stern for directional stability and hard-to-broach characteristics. We kept the boat to have wetted surface at a minimum — that enabled her light air performance excellent along with her light displace-

ment and large sail area. As a result, she behaves superbly under any conditions — from light air to strong wind. Her high freeboard allows headroom of cabin to be 6'04" (194 cm.) and sleeps 8.

The engine is mounted underneath forward berths for easy access for maintenance and favorable IOR rating. Another advantage to this engine position is the extra space made available aft. Cockpit is spacious and functional with aluminium foot rails on both side seats that prevent you from sliding down from weather side while under sail. The foot rails also have holes for snapping safety harnesses on. To starboard, under seat is deep locker where hot water heater can be installed with ease, and still plenty of room left for fenders, sheets, lines and other items. At transom, is stowage for a LPG cylinder

and a life raft under seat.

The deck, of course, is non skid. All the halyards are led through under the sea-hood to the cockpit for convenience. Bow deck has an anchor well and an anchor roller making anchoring easy.

Yamaha's excellent utilization of limited space that made the boat very versatile is derived out of Japanese tradition. Take a look and appreciate that.

Thanks to wide stern, to port is spacious quarter berth and a folding chart table with a flexible chart light. On starboard is L-shaped galley with an ice box, deep double sinks with fresh and sea water faucets and room for a three-burner stove with oven. Cabin has folding pilot berths on each side. Under them are unique Yamaha patented trampolin settee berth (pipe settee berths). They are easy to take apart, and comfortable to sleep on. Folding table can be totally removed from the middle of cabin in seconds. When

racing, disassemble the table and the settees for carrying a full inventory of sails. There is locker for oil skins and wet gears and a locker for hanging dry clothes as well. There are plenty of rooms for stowing a lot of things. Between the main cabin and foc'sle situates lavatory with a head, shower and hide-away (sliding) vanity. We made the windows big. Above foc'sle is sky-light hatch made of plexiglass for more light from outside.

Just about everything you need comes as standard on YAMAHA-30.

If you own a Yamaha product, you know its quality and craftsmanship. If you don't, try our beautifully finished YAMAHA-30, a half tonner, for all ages.



Sailboat Show

Yamaha-33 and Yamaha-37CK. These models featuring Yamaha-original design made an exceptionally strong appeal to novelty-minded sailboat fans. Reflecting immense popularity won by Yamaha models, more than 25 groups of enthusiastic yachtsmen applied for trial runs during the session!

Demonstration on the Rhine



Pictured here is a Y-21 JUGIII sailing on the River Rhine. The boat is put into Mr. Lernweber's sailing school.

Newly designed dodger

Introduced here is a special dodger fitted to a Y-29II sailboat. The dodger which is designed by Mr. v.d. Wansum of Yamaha Motor N.V. is favored by many Y-29 owners as it affords extra convenience.



YAMAHA-37CK (CRUISING KETCH)

Designed and Manufactured by YAMAHA



The YAMAHA-37CK was designed as a family sailing and long range cruising boat. She is spacious and seaworthy.

Safety conscious and easy to operate boat with a reliable and powerful Yamaha diesel ME300B, 58PS, engine, and her motoring range of 667

km (360 nautical miles). Cruising speed is 6.5 to 7.0 knots. Max. speed is 8.0 knots. Standard double life line and pulpits and hand rails and grips at everywhere needed adding more safety. She is equipped with wheel steering, instrument panel on the console. The windshield

and dodger (both optional) over companion way prevents companion way from spray and rain. Yamaha transform center cockpit into family get-together salon on deck along with cockpit table.

The boat is ketch rigged with self tending staysail for easy sail handling and an emergency tiller is standard for safety. Long range cruising capability comes from large fuel and water tankage, functional navigator's section and two heads and a shower.

It's hard to believe she is a 37-footer, yet her cabin is roomy as a 40-footer due to her wide stern and high freeboard. Cabin headroom is very generous of 6'07" (200 cm.). To starboard is L-shaped galley with deep double sinks for fresh and sea-water faucets an ice box, spaces for an electric refrigerator and 3-burner stove with oven. Teak is used throughout cabin. Ceiling panels can be removed for checking electric wiring. Inside cabin is light thanks to large windows and wide compa-

nionway. Cabin is also well ventilated.

Engine room is located beneath cockpit. It has more than enough room for working on engine.

The forward port of the cockpit sole and the cockpit seat on the port side can be removed to pull the engine out for overhaul service. Cockpit floor has gratings.

The aft cabin is for the owner and spacious with drawers and plenty of space for shelves and a private head with shower. Anchor rollers are standard. The boat has fin keel and skeg for good maneuverability in crowded harbor.

YAMAHA-37CK is very high quality cruising yacht of no nonsense. Deck is teak covered and bottom is finished as smooth as it can be.

TOM LEE PIANO CO., LTD.

Cameron Lane, Kowloon, Hong Kong Tel: 3-675087, 3-664236 and 3-665479



▲ Mr. Tom Lee, president of the company

Tom Lee Piano Co in Hong Kong has been the sole agent of Nippon Gakki since some 20 years back. Their faith in the high quality of Yamaha products is reflected not only in their successful marketing of Yamaha pianos, electone organs, musical instruments and stereo Hi-Fi equipments, but also in our Yamaha pleasure boats. Since February 1977, Tom Lee became our sole agent in Hong Kong for Sail and Power boats. In fact, Tom Lee has established a separate boat division to handle our lines. Thanks to the combined efforts and cooperation of Tom Lee and Boating Centre (authorized dealer), in merely 18 months, they have sold 43 cruisers and dinghies, including 3/Y-33, 1/Y-30, 5/Y-29, 12/Y-25II, 1/MS-24, 1/Y-21JOG, 3/Y-17, 1/Passport-17CRDX, and 12/Y-14 Seahoppers; and in addition to all

these, 40 Yamaha Beach Boards. Our Yamaha fleet in Hong Kong is now really taking good shape!

The market is picking up, with increased interest in racing and pleasure boating

Hong Kong is not part of Japan nor is it part of China, as some people think. It is a British possession, 200 miles East of Canton and 2,000 miles South of Tokyo. The population is approximately 4.5 million of which roughly 50,000 are non-Chinese. It is important to realise this to appreciate the boating scene in Hong Kong where, with over 220 islands, these are some of the most beautiful sailing waters in the world. Commercial fishing fleets also abound and it is perhaps natural that initially the Chinese interested themselves, for pleasure, in junks and power boats; whereas the non-Chinese provided the market for sailing craft.

More recently, the Chinese have shown interest in sailing, notably one who built his own designed 35', one who owned and skippered his boat in the very successful team entry in last year's Admiral's Cup (3rd out of 19 countries) and a group who set up their own sailing club with 12 Yamaha Seahoppers on Cheung Chau Island.

Hong Kong now boasts 7 yacht clubs and about 5,000 pleasure craft. Competition is intense both in racing and in competitive boats but sales of Yamaha boats have reflected the quality, price and performance of these products. In eighteen months our 43 Yamaha sailing cruisers, dinghies and power boats have been sold. Of these, the most popular is the Y-25II with a fleet of 12 and the Y-29 with 5 sailing in these waters. The 3 Y-33's have settled in and are ready for the 1978/9 racing season, with bright prospects for additional sales. We can anticipate the required 6 to form a class or to race as 3/4 tonners in the near future.

The Boating Centre is situating in the heart of downtown Hong Kong, but has easy access to all four major sailing areas. The addition of a separate power boat division and active participation as committee members in the 2nd Hong Kong Boating Festival is expected to add to sales, in the power boat market, in particular.

With three marinas being planned, to provide much needed mooring space, prospects for the future look bright but this may take a little time to produce results.



Royal Hongkong Yacht Club



They find the Yamaha sailboat a number one pleasure craft.

YAMAHA SAILING NEWS Contributions Wanted!

"Yamaha Sailing News" is intended to be the best possible tool for your sales promotion activity. News, information, photographs and any other sort of editorial material concerning racing, cruising, etc. are always welcomed.

Please send your material to the following address:
Boat Sales Dept., Marine Division,
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2500 Shingai, Iwata-shi, Shizuoka-ken, Japan